

Decision _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Santa Clarita for authority to construct Golden Valley Road as a new overcrossing at the existing Southern California Regional Rail Authority's (SCRRA) track and right-of-way in the City of Santa Clarita, Los Angeles County.

Application 03-05-020
(Filed May 13, 2003)

O P I N I O N**Summary**

City of Santa Clarita (City) requests authority to construct a grade-separated highway-rail crossing at Golden Valley Road (CPUC Crossing No. 101VY-35.62-A, DOT No. 921722A) over the Southern California Regional Rail Authority's (SCRRA) tracks in the City of Santa Clarita, Los Angeles County.

Discussion

The proposed Golden Valley Road grade-separated highway-rail crossing is designed to become part of a major street that will extend across the City of Santa Clarita. The proposed project site would be located on Soledad Canyon Road, approximately 750 feet west of Oak Avenue and approximately 1,000 feet west of the existing Golden Valley/Soledad Canyon Road intersection. A site map is as shown on plans attached to the application and Appendix A.

This location was chosen because the future roadway extension will connect the existing Golden Valley Road on either side of the railroad corridor. The grade-separated highway-rail crossing will provide a safe and direct route

for vehicles, cyclists and pedestrians to cross the railroad tracks and allow access to a future business development in the area.

SCRRA owns the right-of-way within the project limits. Union Pacific Railroad Company (UPRR) originally owned and operated the track. Currently, SCRRA maintains the railroad track and UPRR still operates freight trains on the track. The nearest existing public crossings for the proposed Golden Valley project are Ruether Road (CPUC No. 101VY-35.87, DOT No. 750865Y) and Golden Oak Road (CPUC No. 101VY-34.97, DOT No. 750893C).

Appendix B indicates that the Golden Valley Road/Soledad Canyon Road Interchange grade-separated highway-rail crossing meets the minimum vertical and horizontal railroad clearance. The profile shows a minimum of 24 feet clearance at the railroad bridge location. The temporary vertical falsework clearance above the top of the rail is 22 feet 3.6 inches, which is 2.4 inches less than the minimum overhead clearance of 22 feet 6 inches as required by General Order (GO) 26-D. It would not be feasible to change the profile for a few inches during temporary conditions and the City requests approval under these conditions. During construction, the proposed temporary falsework will be adequate for public use and will not cause delays in traffic.

City is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Section 21000 et seq. On July 24, 2002, the City filed a Notice of Determination and found that with adoption of a mitigated Negative Declaration and with mitigation measures as a condition of project approval, the project will not have a significant effect on the environment. The Notice of Determination is attached as Appendix C.

The Commission is a responsible agency for this project under CEQA. CEQA requires that the Commission consider the environmental consequences

of a project are subject to its discretionary approval. The specific activities that must be conducted by a responsible agency are contained in CEQA Guideline Section 15096. The Commission reviewed City's Notice of Determination, Final Initial Study and Mitigated Negative Declaration. The environmental analysis included an evaluation of potential impacts related to land use, population and housing, geological problems, water, stormwater management and recycling, noise, air quality, biology, visual, traffic, utilities, public services and hazards. We find that the City's environmental documents are adequate for our decision-making purposes.

Safety and security, transportation and noise are within the scope of the Commission's permitting process. The City identified potential environmental impacts and adopted mitigation measures to address noise levels and insufficient parking capacity with respect to transportation.

As part of the project, existing surface parking from Valley Business Center may be removed. Any partial or fully displaced business will receive fair compensation and relocation assistance with State and Federal requirements, including provisions of adequate parking to meet their needs.

The primary noise sources in the project area involve vehicular traffic and Metrolink railroad operations. Land uses in the project area are primarily commercial and industrial to the east, south and west. A mobile home park located northwest of the point where Golden Valley Road would cross Soledad Canyon Road is considered a noise sensitive area. To mitigate noise levels, an existing wall on the northern boundary of the mobile home park will be extended. We find that the City adopted feasible mitigation measures to either avoid or substantially reduce potential noise and transportation impacts to less-

than-significant levels and we adopt these mitigation measures for purposes of our approval.

The Commission's Consumer Protection and Safety Division — Rail Crossings Engineering Section (RCES) staff reviewed the application. RCES examined the need for and the safety of the proposed overhead grade crossing and related railroad construction and recommends that the requested authority sought by the City be granted for a period of three years.

The application is in compliance with the Commission's filing requirements, including Rule 38 of the Rules of Practice and Procedure, which relates to the construction of a public road, highway, or street across a railroad.

In Resolution ALJ 176-3113, dated May 22, 2003, the Commission preliminarily categorized this application as ratesetting, and preliminarily determined that hearings were not necessary. Since no protests were filed, this preliminary determination remains accurate. It is not necessary to disturb the preliminary determinations made in Resolution ALJ 176 -3113.

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to Public Utilities Code Section 311(g)(2), the otherwise applicable 30-day period for public review and comment is being waived.

Assignment of Proceeding

Richard Clark is the assigned Examiner in this proceeding.

Findings of Fact

1. Notice of the application was published in the Commission Daily Calendar on May 16, 2003. No protests were received. A public hearing is not necessary.
2. City requests authority, under Public Utilities Code Sections 1201-1205, to construct Golden Valley Road grade-separated highway-rail crossing bridge

structure over SCRRA's main line track in the City of Santa Clarita, Los Angeles County.

3. The construction of the Golden Valley Road grade-separated highway-rail crossing will benefit the public by improving the operation and safety characteristics at the location.

4. City requests a temporary overhead clearance above railroad tracks of 22 feet 3.6 inches, which is less than the 22 feet 6 inches, required by GO 26-D.

5. City is the lead agency for this project under CEQA, as amended.

6. City prepared a Notice of Determination, Final Initial Study and Mitigated Negative Declaration and determined that the project will not have a significant impact on the environment; however, mitigation measures were made a condition of project approval.

7. The Commission is a responsible agency for this project and has reviewed City's Notice of Determination and Final Initial Study and Mitigated Negative Declaration. We find these documents are adequate for our decision-making purposes.

Conclusions of Law

1. The application is uncontested and a public hearing is not necessary.

2. We find the City adopted feasible mitigation measures to either avoid or substantially reduce potential noise and transportation impacts to less-than-significant levels and we adopt these mitigation measures for purposes of our approval.

3. The application should be granted as set forth in the following order.

O R D E R**IT IS ORDERED** that:

1. City of Santa Clarita (City) is authorized to construct the Golden Valley/Soledad Canyon Road grade-separated highway-rail crossing, identified as Crossing No. 001VY-35.62-A, over the track of Southern California Regional Rail Authority (SCRRA).
2. An exemption from the 22 feet 6 inches minimum overhead clearance above railroad tracks requirements of General Order (GO) 26-D is granted during construction.
3. Walkways shall conform to GO 118. Walkways adjacent to any trackage subject to rail operations shall be maintained free of obstructions and shall be promptly restored to their original condition in the event of damage during construction.
4. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between City and SCRRA (parties). City shall file a copy of the agreement, together with plans of the project approved by SCRRA, with the Commission's Rail Crossings Engineering Section (RCES) prior to construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.
5. Within 30 days after completion of the work under this order, SCRRA shall notify the Commission's RCES in writing, by submitting a completed standard Commission Form G (Report of Changes at Highway Grade Crossings and Separations) that the authorized work was completed.
6. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

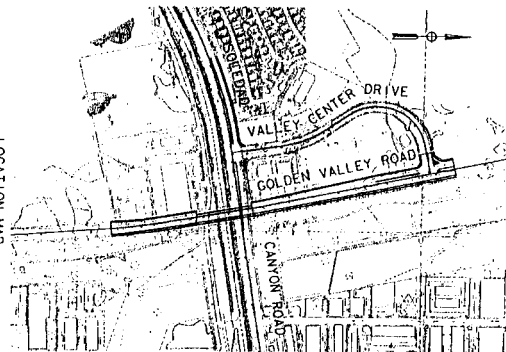
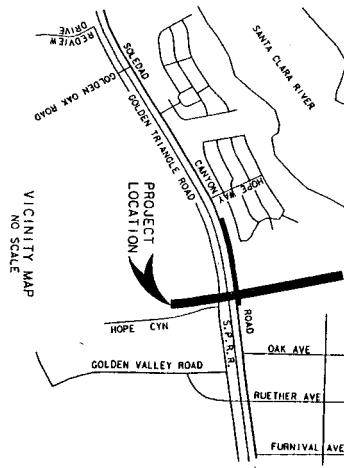
7. The application is granted as set forth above.

8. Application 03-05-020 is closed.

This order becomes effective 30 days from today.

Dated _____, at San Francisco, California

CITY OF SANTA CLARITA
CONSTRUCTION PLANS FOR
GOLDEN VALLEY ROAD /
SOLEDAD CANYON ROAD INTERCHANGE



LOCATION MAP

AGENCY INDEX:

SANTA CLARITA WATER COMPANY (SCWC) (661) 259-2737
CONTACT: DENNIS ROYCE

[illegible][illegible]

ABBREVIATIONS

ADHESIVE BASE	AD
ASBESTOS CEMENT PIPE	AB
BIG IN BRIDGE	BB
BLACK OF MALT	BM
CEMENT TREATED PORTLAND CEMENT	CPT
END BRIDGE	EB
HIGH POINT	HP
LOW POINT	LP
NOT TO SCALE	NTS
ORIGINAL GROUND	OG
PROPOSED	PO
PUBLIC UTILITY COMMISSION	PUC
RADIUS POINT	RP
SEWER MANHOLE	SM
SOUTHERN PACIFIC RAILROAD	SPR
TEMPORARY CONSTRUCTION EASEMENT	TECE

INDEX OF SHEETS

DESCRIPTION	TITLE SHEET
GENERAL NOTES AND DETAILS	
TYPICAL SECTIONS	
STREET PLAN AND PROFILE	
CONSTRUCTION DETAILS	
RETAINING WALL PLAN AND ELEVATION	
RETAINING WALL DETAILS	
STORM DRAIN PLAN	
STORM DRAIN PROFILE	
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GRADING PLAN	
UTILITY PLAN	
SIGNING AND STRIPING PLAN	
TRAFFIC SIGNAL MODIFICATION PLAN	
TRAFFIC SIGNAL PLAN	
STREET LIGHTING PLAN	
STAGE CONSTRUCTION PLAN	
LANDSCAPE AND IRRIGATION PLAN	

LEGEND:

12	CABLE TIE BOX
11	TELEPHONE BOX
E69	ELECTRIC FUEL BOX
D69	WATER CONTROL VALVE
D68	TELEPHONE FUEL BOX
10	STREET LIGHT
18R	IRRIGATION CONTROL VALVE
18	WATER VALVE
M	GAS VALVE
5M	SEWER MANHOLE
W4	POCKET POLE
W3	WATER METER
W2	FIRE HYDRANT
W1	TEMPERATURE WOOD POLE
□	STREET LIGHT
□	BLOW-OFF
□	TREE
□	GRATE INLET
□	REMOVE CONCRETE
□	COLD W/LL PAYMENT



BENCHMARK
ELEVATIONS ARE BASED UPON THE CITY OF SANTA CLARITA GERM. CONTROL POINT
A, A ROUND POINT AND BEARING IN THE CENTER OF "SOLDADO CANYON ROAD," HAVING
A BAY 1985 1194' ADJUSTMENT. ELEVATION OF 346.75' ON.

NO.	DATE
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REVISIONS

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TETRA TECH, INC.
INFRASTRUCTURE SERVICES GROUP
3260 EAST FOOTHILL BLVD. STE 310
PALO ALTO, CA 94303-7103
(650) 663-0066



TITLE SHEET GOLDEN VALLEY ROAD/ SOLEDAD CANYON ROAD		65% SUBMITTAL DECEMBER 23, 2002	
DESIGNED BY ADRIAN TRUJILLO, P.E.	CHECKED BY WOLFE MELL, P.E.	SCALE 1"=4'	PROJECT NO. 2021.009.12 OF XX
		SHEET 1	OF XX

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